



Memo

To: Eric Braun, Chairman
Members of the Planning Commission

From: Carter Pettibone, AICP, Senior Urban Designer
Roberta Fox, AIA, ASLA, Assistant Planning Director, Design and Planning

Date: October 20, 2017

Re: **Summary of Public Comment for Six Forks Road Corridor Study**

CC: Ken Bowers, AICP, Planning Director; Travis Crane, Assistant Planning Director; Eric Lamb, PE, Transportation Planning Manager; Bynum Walter, AICP, Senior Planner

On June 6th Council authorized Staff to update the Corridor Study draft to reflect six lanes on Six Forks Road and refer the Corridor Study to Planning Commission for review and recommendation. Staff prepared an updated draft study document, presented the draft at a public meeting on July 20th and released the draft for public comment through August 21st.

This memo includes an inventory of the comments staff received during the public input period. Included with each comment is a staff response.

#	Comment	Staff Response
1	Extend study area boundary north to Newton Road or Strickland Road and/or south to Anderson Road or Atlantic Avenue (multiple comments)	Consideration for City Council. Additional areas not included as part of this study. Additional sections of Six Forks Road could be considered for separate project(s).
2	Install elevated bridge or underground tunnel across Six Forks Road at North Hills (multiple comments)	Could be a future consideration as a separate privately-funded project or public-private partnership
3	Move proposed traffic light to Northwood Drive instead of North Glen Drive (multiple comments)	Consideration for design engineering phase
4	Keep proposed traffic light at North Glen Drive	Consideration for design engineering phase
5	Concern that new traffic lights will funnel more traffic into neighborhoods (multiple comments)	Consideration for design engineering phase
6	Thanks to the entire Raleigh DOT team for such a wonderful redesign proposal for the Six Forks Road Corridor	Acknowledged
7	I find many of your design ideas to be very commendable. I am fully behind your plan to improve bicycle and pedestrian access, and a planted median would certainly enhance the appearance of the corridor as well as improve water runoff control. I also appreciate the concept to consolidate the transit stops to potentially reduce the disruptions to traffic caused by stopping buses.	Acknowledged
8	Enhance Millbrook intersection instead of Snelling Road and Loft Lane extensions	For Planning Commission consideration. Proposed design concept already proposes intersection enhancements. Loft Lane and Snelling expansions help meet interconnectivity goals and help alleviate traffic pressure on this intersection.
9	Consider dedicated right turn lanes at neighborhood gateways	Consideration for design engineering phase
10	Use level boarding at bus stops	Consideration for design engineering phase
11	I am very excited to see much-needed improvements to this busy road being addressed. The plan overall looks amazing and has the potential to modernize this area and change the way residents live for the better.	Acknowledged
12	Install neighborhood gateway for Eden Forest/Dublin Road	For Planning Commission consideration. Recommend updating draft study document to include neighborhood gateway in this location.
13	Don't install additional stoplights	Consideration for design engineering phase
14	Reducing the spacing of bus stops to every 1/4 mile is much too sparse.	Consideration for design engineering phase
15	Instead of separate facilities, widen and straighten sidewalks so they are shared by occasional pedestrians and cyclists.	For Planning Commission consideration. Proposed design concept includes separated facilities for bike lanes and sidewalks.
16	Improve the markings at intersections	Consideration for design engineering phase
17	Install curb features that slow turning cars at	Consideration for design engineering phase

	residential entrance	
18	Suggestions for intersection modifications for bicyclists (multiple comments)	Consideration for design engineering phase
19	I'm very grateful for the work that not only allows better and safer access for bikes, but also for not neglecting to have trees and other landscaping as part of the plan. That will go a long ways to helping the area around North Hills especially look more like it is part of the city of Oaks.	Acknowledged
20	Consider installing speed bumps on both Windel Drive and Crestview Road as part of the plan. Speed bumps will not stop people from cutting through but it will slow them down and possibly discourage some of the cut-through.	Outside the scope of this study. Requests for traffic calming on these streets can be addressed directly by RDOT staff.
21	I am optimistic that the Six Fork Corridor is going to be awesome given the detailed engineering for cycling and pedestrians being imagined. Keep them and transit as the core focus!	Acknowledged
22	Intersections should be designed to global best practice standards, as exemplified in this video of a Dutch intersection design. https://youtu.be/FIApbxLz6pA	Consideration for design engineering phase
23	Include bike share in this corridor	Future consideration for bike share system expansion
24	Can enhancements for bicycles and pedestrians crossing I-440 be moved up sooner in timing (phase)?	Future consideration for phasing depending on funding
25	Having a bike tunnel or path to get across the Beltline on bicycle using Six Forks Road would be very helpful so that those of us who live in the North Hills area can bike to downtown safely.	Consideration for design engineering phase. A wider sidewalk is proposed for the bridge across I-440 as part of the study.
26	It's past time to get started on this project. The longer you wait, the more it will cost.	Acknowledged
27	Burying all utility lines is a necessity while you have the roads and sidewalks torn up.	Consideration for design engineering phase. Study proposes consolidating overhead utility lines on one side of Six Forks Road. Burying lines on both sides would depend on available funding.
28	Consider installation of audible pedestrian signal at Six Forks Road and Lassiter Mill Road	Consideration for design engineering phase.
29	Raise awareness that turning right out of the mall on to Six Forks Road should yield to pedestrian.	Consideration for design engineering phase or evaluation of separate request
30	The light cycle at Millbrook doesn't seem right.	Please contact RDOT staff directly to discuss existing signal phasing concerns.
31	Traffic coming out of North Hills Midtown towards I-440 needs two lanes - straight across	Consideration for design engineering phase
32	I would like to see the majority of funding for this project come from the developers (and tenants) who created all of the issues on Six Forks in the first place.	Acknowledged

33	I support the long-range planning and intense work that was put into the document.	Acknowledged
34	I have concerns about the plan, mostly as they relate to my neighbor at the corner lot of Killington and Six Forks who does not have internet access.	Neighbor to be contacted by phone regarding upcoming meetings.
35	Address the dangerous southbound traffic congestion on Six Forks Road at the North Hills Shopping Center intersections, starting at Rowan and all the way to I-440.	Consideration for design engineering phase.
36	Suggest a moratorium on any buildings within X feet of the Six Forks Roadway.	Consideration for City Council
37	Council could insist on banning any building or projects that increase projected traffic by more than 5%.	Consideration for City Council
38	Change lanes/signals at Rowan Street. Very few people go straight through that light. The right lane should be designated "right turn ONLY" to get people out of Lakemont heading north.	Consideration for design engineering phase.
39	Lose the bike lane idea. Allow bikes on the sidewalk.	For Planning Commission consideration. Proposed design concept includes separated facilities for bike lanes and sidewalks.
40	Consider the happiness of the Raleigh community by stopping all the high-rise apartment complexes, offices and housing development in this already congested area.	Consideration for City Council
41	I'm glad to see the number of left-hand turns on Six Forks reduced (by medians) and those could probably be reduced even more (turn right only for some intersections).	Acknowledged
42	Medians near an intersection with any slope at all--be careful what you plant	Consideration for design engineering phase
43	The angle of traffic approaching an intersection with a left-turn lane should be checked.	Consideration for design engineering phase
44	Restrict u-turns at intersections	Consideration for design engineering phase
45	Place limits on truck usage during certain times during the day	Future consideration and evaluation
46	40 mph is a more realistic speed limit for Six Forks Road	Corridor study proposes consistent 35 mph speed limit along entire length of the study area
47	Upgrade traffic light controls to be able to shorten/lengthen cycle lengths depending on volumes	Consideration for design engineering phase
48	I would request that the city not move forward with this plan. This project will raise taxes, lower property values and increase cut-through traffic and speeding in neighborhoods that already have safety issues. Most evidence suggests that the widening might not decrease congestion at all, and would at best cut 5 minutes from commute	Acknowledged

	times.	
49	I don't see how this will improve or speed up traffic flow through this area. As long as there is a bottle neck anywhere along that corridor nothing changes, and may amplify the problem even greater, by creating more traffic that now feeds into a bottle neck, at both transition points.	Acknowledged
50	Enhance traffic flow past the North Hills Mall area by synching the multiple traffic lights better so as not to create the huge grid locks	Consideration for design engineering phase.
51	Please consider another solution. I have some concerns about widening Six Forks Road via the method proposed. From what I've seen it looks as if the traffic pattern/congestion may not change substantially with this plan, but however our taxes will increase substantially and I'm concerned my property value will decrease.	Consideration for City Council. Staff was authorized to proceed in the plan review process with the current proposed six-lane strategy.
52	Please maintain an entrance to St. Marks Church on Six Forks Road	Consideration for design engineering phase. Driveway closures not evaluated as part of corridor study.
53	Our immediate concern is the impact of all activities related to site clearing, pre-construction and underway construction, completing work on adjoining North Glen neighbors.	Consideration for design engineering phase.
54	Retain many of the existing trees on the two corner properties at the entrance that will become part of the ROW.	Consideration for design engineering phase.
55	Add landscaping and sound barrier protection in the Six Forks Road ROW adjacent to the North Glen Subdivision entrance-way and most important for the homes that will be at the intersection of North Glen Drive and Six Forks Road.	Consideration for design engineering phase.
56	Include pathways for small electric-cars (golf-carts) to travel to and from homes to shopping areas	For Planning Commission consideration. Proposed design concept includes separated facilities for bike lanes and sidewalks. Golf carts are not currently allowed on City sidewalks.
57	Shelley Road intersection – fix crooked angle, potholes, narrow median	Consideration for design engineering phase
58	The biggest travel obstacle is the intersection of Millbrook and Six Forks roads. It is equally backed up in the morning and evening commute hours.	Acknowledged.
59	Speeding is an issue. If the existing limits were adhered to, traffic and safety would likely be improved.	Acknowledged
60	Another evolving speeding concern is on St. Albans between Dartmouth and Wake Forest roads.	Acknowledged
61	Concerned about Cowfish exhaust onto Six Forks	Acknowledged

	Road	
62	I think the plan is overly zealous... driving between Rowan and i440 this weekend and on work days... getting rid of two turn lanes is going to block traffic worse than today. Bus stops will only cause for more traffic congestion. confused as to the reason for two buffers	Acknowledged
63	I say absolutely NO to a Six Forks project, based on the Sandy Forks Road project.	Acknowledged
64	6 lanes on Six Forks Road will induce more traffic	Consideration for City Council Staff was authorized to proceed in the plan review process with the current proposed six-lane strategy.
65	Removing center lane and replacing it with a median will encourage speeding	For Planning Commission consideration. A planted median is an integral part of the street design and access management strategy for the corridor.
66	The plan should have been simply to widen the sidewalks, perhaps turn them into multimodal paths, plant large shade trees along the sidewalks, add better bus shelters and benches, improve crosswalks, and similar non-auto related improvements.	Acknowledged
67	There has to be other solutions that widening Six Forks. Please try to find another way. Six Forks is not a freeway and should not be made to look like one. The unique character should be maintained. Most of Six Forks borders residential areas, more lanes only means for traffic making it more difficult for the resident to access.	Consideration for City Council. Staff authorized to proceed in review process with proposed 6-lane capital project.
68	Just want to say I agree with the plan to widen Six Forks Road.	Acknowledged
69	Plan looks great guys.	Acknowledged
70	We strongly support the widening of Six Forks Road in order to hopefully facilitate traffic flow.	Acknowledged
71	We implore the City of Raleigh to carefully consider any additional re-zoning along Six Forks that creates even more inflow of traffic southbound.	Consideration for City Council
72	Technical questions regarding vehicular level of service and time horizons	Refer to RDOT staff for comment
73	Use the Urban Boulevard streetscape section for the entire corridor. It has less width and the area is becoming more urban.	For Planning Commission consideration. Two streetscape types (Urban Boulevard and Parkway Boulevard) are proposed that correspond to the nodal development pattern along the corridor.
74	The small orphan areas of SF residential that the Urban Design Framework in the plan attempts to preserve (on Windham, and further south on Six Forks from Windel Drive to just beyond	For Planning Commission consideration. 3 stories is the default height limit for the properties' current zoning.

	Northwood Drive– all also identified in the “Other Redevelopment Opportunities” section) similarly should reflect the 3-story Building Height Standard.	
75	Use Urban Limited frontage along entire frontage of the corridor	For Planning Commission consideration. Proposed frontage types correspond to existing development and proposed streetscape design types.
76	6125 Six Forks, as well as the CVS property, should be included in the Urban Design Framework (as is the Midtown North property just across Six Forks Road). Both Summer Classics and the CVS parcels, should reflect an *Urban Design Framework* for *4-stories* (one less than designated for Midtown North). Given the accesses into the properties (linked at the hip by cross-access and cross-parking covenants and declarations, the appropriate frontage should be Urban Limited, mirroring that at Midtown North across the street. Both should be designed as Urban Boulevard, not Parkway concept.	For Planning Commission consideration. Properties mentioned are not included in the study area boundary.
77	As a SF residential property owner on Windham Drive (6024 Windham), I ask that the Windham properties be designed as Urban Boulevard concept, with Urban Limited frontage (such frontage mirroring that at Midtown North, across Six Forks Road), with the 3-story Building Height Standard.	For Planning Commission consideration. Properties are single-family residences and no frontage is proposed. 3 stories is the default height limit for the properties’ current zoning. Recommend updating Urban Design Framework – Building Height Map (Page 80) to indicate consistent designation for 3 story height recommendations.
78	As a SF residential property owner on Windham Drive, the properties on Windham should be identified in the Future Land Use Review as Moderate Density Residential.	For Planning Commission consideration. Properties are single-family residential and no change to the Future Land Use Map is proposed.
79	Design speed should not exceed 40 mph	Consideration for design engineering phase. 35 mph speed limit proposed for entirety of project.
80	Allow on-street parking on Six Forks Road during off-peak hours	Consideration for design engineering phase.
81	Please reconsider this ill-advised plan. I see nothing in this plan which would improve safety for pedestrians or bicyclists. To the contrary, this would decrease their safety. What it would do is increase traffic and congestion, pushing more people to use the local neighborhood streets as cut-throughs.	Consideration for City Council
82	At Six Forks Road and Dartmouth Road - I feel strongly that a pedestrian refuge on the north side of the street and a reduced speed limit are necessary to make the Urban Boulevard section of the study area safe for pedestrians.	Consideration for design engineering phase

83	There has been no appreciable increase in housing density yet many speed bumps have been added in questionable and mystifying places, many remote from schools.	Consideration for City Council
84	The city has long neglected the southbound Six Forks Road Lane dangers associated with the creation of (what should be a right-turn only lane) the curbside lane immediately north of Northbrook Road.	Consideration for design engineering phase
85	Get rid of the proposed bike lanes. Cyclists and pedestrians have shared sidewalks for years.	For Planning Commission consideration. Proposed design concept includes separated facilities for bike lanes and sidewalks.
86	NO! NO to speed way roads through North Hills!	Consideration for City Council
87	Don't widen Six Forks Road. Please don't divide the neighborhood with a wider street that will encourage more traffic.	Consideration for City Council. Staff was authorized to proceed in the plan review process with the current proposed six-lane strategy.
88	Don't do the project	Consideration for City Council
89	Is this a weighted evaluation based on location? Residents that would be directly impacted should have a greater voice than those that may use the roadway for travel only.	Consideration for City Council
90	Very detailed and well-researched studies of this corridor along with recommendations for implementation.	Acknowledged
91	For Six Forks Office Buildings (4700 and 4800 Six Forks Road and 4700 Homewood Court) recommend that the front 2 buildings (area shaded for 7 stories) be allowed to go as high as 12 stories and the back building be allowed to go as high as 7 stories; this will be consistent (and mirror) the plan for the buildings to the north of the office park and mirror what will be on the southern side of the school to the south of the business park.	For Planning Commission consideration.
92	For Six Forks Office Buildings (4700 and 4800 Six Forks Road and 4700 Homewood Court) request that two right-in / right-outs directly onto Six Forks going northwards be allowed.	Consideration for design engineering phase. Driveway closures not evaluated as part of corridor study.
93	NCDOT concern regarding tree plantings (type and location)	Consideration for design engineering phase
94	NCDOT concern regarding proposed bus shelters (shelters required to be break away type as specified by NCDOT)	Consideration for design engineering phase